

CLEAN COPY OF AMENDED SPECIFICATION

Page 1, after the title, before the first paragraph:

Arrangement for controlling an engine

BACKGROUND OF THE INVENTION

The present invention relates to an arrangement for controlling an engine, in particular of an aircraft, having at least one gas lever and a regulating device for the additional automatic driving of the gas lever.

Page 2, before first paragraph:

SUMMARY OF THE INVENTION

This object is achieved by virtue of the fact that a movement of the gas lever can be transmitted permanently, directly or indirectly, to a displacement measuring system and the gas lever is seated so as to be mounted in a linearly movable manner via a guide bush of a rotatable spindle, the spindle being designed as a non-self-locking trapezoidal screw spindle having a large pitch.

Page 3, before the first paragraph:

BRIEF DESCRIPTION OF DRAWINGS

Further advantages, features and details of the invention follow from the description below of preferred

exemplary embodiments and with reference to the drawings,  
in which:

Page 3, between paragraphs 6 and 7:

figure 5 shows a schematic plan view of a further  
exemplary embodiment of the arrangement according to  
figures 1 to 4.

#### DETAILED DESCRIPTION

According to figure 1, an arrangement  $R_1$  according to  
the invention for controlling an engine (not shown here),  
in particular of an aircraft, has a housing 1 in which a  
spindle 2 is mounted in a rotatable manner, preferably in  
the longitudinal direction of the housing 1. A  
displacement measuring system 3.1 sits on one end of the  
spindle 2 and a drive disk 4 sits on the other end.

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## Patent claims

6. The arrangement as claimed in claim 1, characterized in that the spindle (2) is mounted so as to be rotatable in accordance with the movement of the guide bush (5) by a linear movement of the gas lever (6).

7. The arrangement as claimed in claim 1, characterized in that the displacement measuring system (3.1) is arranged on one end of the spindle (2).

8. The arrangement as claimed in claim 1, characterized in that the regulating device (9), as regulating motor having, if need be, an associated displacement measuring system (3.2), acts directly or indirectly on the other end of the spindle (2):

9. The arrangement as claimed in claim 1, characterized in that a drive disk (4) is arranged on one end of the spindle (2).

11. The arrangement as claimed in claim 1, characterized in that the gas lever (6) is guided linearly in a guide slot (7) of the housing (1), this guide slot (7) being arranged approximately parallel to the spindle (2).

12. The arrangement as claimed in claim 1, characterized in that the gas lever (6) is connected directly or indirectly to a guide element (10) which runs approximately parallel to the spindle (2).

13. The arrangement as claimed in claim 1, characterized in that the displacement measuring system (3.1, 3.2), as a displacement transducer, is of an inductive, magnetic or optical type.

14. The arrangement as claimed in claim 1, characterized in that the displacement measuring system (3.1, 3.2) and/or the force sensor (13) and/or the regulating device (9) is connected to a control (14) in order to assist a manual movement of the gas lever (6) by connecting the regulating device (9) to load, it being possible for the respective positions of the gas lever (6) to be transmitted via the displacement measuring systems (3.1, 3.2) to the engine in accordance with the operating state.